

which have been made into the arcades for building some new houses; and so late as September 1844, the architrave of the so-called *Pontia argentea* was demolished, for giving (as was asserted) more light to the passage underneath. If some small tenements contiguous to the ruins were to be demolished, and some changes made near the principal temple called *il Duomo*,—Spalato might become, what it really is, one of the finest and proudest monuments of Roman grandeur and art. [Extract from a letter addressed from Cattaro, by Sir Gardner Wilkinson to the German press. There is no English work extant on these mile-long ruins,—although they lie only a few hours' steaming from Trieste, much visited by English art-travellers.]

**Large Purchases of Timber in the Spessard Forest.**—For replacing the great quantity of oak and other timber, burnt last year at Toulon, the value of which was estimated at more than one million of francs, French commissaries have arrived in Germany for making purchases. It is, however, difficult to conceive how such immense logs will have to be conveyed from the mountains to the sea coast.—*Allg. Zeit.*

**Another Incendiary Firing of a whole Town.**—It is most probable, that the great fire, which lately destroyed part of Luckenwalde, in Prussia, is the work of an incendiary. The fire originated in one of the manufactories on a Sunday, when no work is done. The loss of machinery, &c., is estimated at 150,000 dollars.

**The Great German Iron Rail Manufactory Association.**—It proposes to furnish the rails required for the German lines, and is, therefore, established at Hildburghausen, whence an easy conveyance to the whole periphery of the country may be obtained. The capital is to be 2,000,000 of dollars (350,000*l.*), divided into 10,000 shares, of 200 dollars each. The machinery to be first-rate: four large furnaces, capable of producing 8,000 cwt. of iron weekly, are in the progress of erection.—*Allg. Zeit.*

**Latest Increase of the Berlin Royal and Public Library.**—During the last year this huge establishment has received the following increase (1): 7,377 printed volumes, exclusive of pamphlets; (2) 145 MSS.; (3) 511 volumes of music; (4) 143 atlases, charts, plans, &c.—The room of periodical works (from which all politics are excluded) subscribed, last year, for 423 different journals, amongst which 60 of theology, 40 jurisprudence, 20 educational, 9 different journals of philology and archaeology, 5 of the fine arts, 7 of mathematics, astronomy, and architecture, 34 technology and political economy, &c.—Dividing these into languages—there are 209 German, 35 French, 41 English, &c. [It needs hardly to be observed, that no public establishment exists in London, where periodicals on every branch of science, of the latest date, are to be found—and that, if even all the single establishments, colleges, &c., were to be put together, no such number as that of 423 periodicals could be met with.]

**Society for the Improvement of the Working Classes in Berlin.**—This society—or rather embryo of such, which had enjoyed a lingering existence of about twelve months, and to which the king had not only given pecuniary aid, but promised further, and every other possible assistance; which had been, moreover, recommended by the Prince of Prussia (as Great Master of the Prussian Judges) to the best services of the royal craft—this society, we say it sorrowfully, has been dissolved after many fruitless projects, committee meetings, &c. It implies another great (melancholy) fact—that the condition of the working classes all over Europe, required, in the first instance, such endeavours; and after this necessity has been acknowledged, that there is (it seems so) a want of practical men, to carry these plans into execution!—*Berlin Paper.*

**Improvement of Public Thoroughfares, Paris.**—The common council of the city of Paris have decided in their last meeting, that it was expedient "to declare the public utility of an enlargement by the way of expropriation of the following thoroughfares."—from the Quai St. Paul to the line of the Quai des Ormes, and the prolonging of the Rue des Jardins until the Quai St. Paul.—The préfet of the Seine (Paris) has just addressed to the home secretary, for the information of his

majesty's government, three extensive projects.

1. A plan to lay down the lines (*alignements*) of the Rue de la Cerisaie and the Place de l'Arseuil. 2. A plan to lay down the lines of the Place des Marchés-aux-Chevaux. 3. A plan to lay down the lines of the Rue des Grands Degres, and the Quai des Tournelles.

**Street Cleansing at Vienna and Munich.**—The new system of granite paving in the former metropolis has been adverted to in a previous number.\* It is on such substantial substratum, that (with even an immense traffic) a substantial cleanliness of public thoroughfares can be achieved. Several characteristic expedients are resorted to at both the above capitals.—The cleansing is not done during the hours of most traffic, but those of least, viz. at sunrise; and in cases of emergency, such as a heavy fall of snow, hundreds of men are seen on the *Kohlmarkt* and *Graben* in this occupation, assisted by the light of numerous torches. In dry weather the footpaths are, of course, not swept, but constantly so after protracted rains, which makes them prepared, as it were, for the next wet, and never permits of that obstinate accumulation of mud, which makes the Strand, Holborn, &c., so very dirty after the least fall of rain. Both these expedients, however, would be of little avail, if that which has been just removed from one place, would be allowed to remain at another, and thus, undoubtedly, to return again to the former. There is no experimentalizing and trying in those German capitals, but a long-established routine—every thing emanating from one common centre, the municipality-office for the cleansing of thoroughfares. What is also characteristic in this respect at Vienna, is that whenever, after long drought, dust is swept and removed, waterpots are at hand, by which the very unpleasant and unhealthy clouding of dust is avoided. The waste of all large towns in Germany is sold to the highest bidder, and largely contributes to the item of civic budgets relating to the cleansing of thoroughfares.—*Reisenskitzen.*

**Railway over the Lagunes of Venice.**—In the beginning of the year, an experimental trip was made over the magnificent bridge across the Lagunes, and three others thrown over the rivers Tessina, Bochieliere, and Retrone, and the two tunnels not far from Vicenza, one of which is 174 feet, the other 285 feet long. The whole distance between Venice and Vicenza has been accomplished in two hours, and the passage over the great bridge of the Lagunes in only eight minutes, while it takes more than an hour to accomplish the way along the bridge in a gondola. In the whole, the Venice-Vicenza line promises to be a sterling and durable building.—*Gazetta di Venezia.*

**Trieste and Bremen Line of Railroads.**—The Bavarian Government is making great preparations for constructing a railway from Munich to Salzburg—which, when achieved, would complete the junction of Trieste and Bremen, for which most parts are either constructed or nearly so. In the case of completion, the Adriatic and the German Ocean would be united (to an extent of 334 French leagues), in the way, that the journey could be accomplished in about forty-three hours. As Bremen lies only three hours way from Hamburg, the latter line through Holstein would lead the traveller to Kiel, on the shores of the Baltic.—*Journal des Débats.*

**Official Protests against Bad and Unsafe Railway Constructions in France.**—The Municipal Council of Havre, and the Chamber of Commerce, of the same city, have sent energetic protests against such a faulty and unsafe way of construction, as had been lately exhibited in the fall of the Barentin viaduct—addressed to the Secretary of State for Public Works. They state, that an accident of such extent augurs badly for the safety of similar buildings.—*Le National.*

**The Bridge Tolls of Paris.**—The disputes between the Three-Bridges Company and Government have ended in the discomfiture of the former, who wanted to increase the tolls for vehicles of a certain kind. The answer contains the declaration, that it is the duty of Government not to allow any too high straining of speculation detrimental to the great mass of the public.

**The "Fidget" after Knowledge.**—In no other age, it seems, has there been more talk

about knowledge, i.e. *sterlingness*, and the less of it in reality. It is easy to talk of geniality, the march of intellect, advancement of art, the little patronage bestowed on it—but more difficult to be a superior artisan, or still more an artist, viz. one to be appreciated by even after-ages. There can be no doubt, that many persons flounce about these matters, who—if properly put to the test, would be found deficient in the very A B C of their different trades and callings. This we call the *fidget* after knowledge—such, as never will produce any sterling or great men; who, all of them, were perfectly grounded in the rudiments of their trade or profession first, and then took a majestic flight to higher regions—which, as a matter of course, none *unfledged* can ever accomplish. What strikes us, for instance, in the designs of *Palladio*, is the extreme ease with which they have been executed. The same were Michael Angelo, Raphael, and all the really great galaxy of all ages and in every branch of human endeavour; every stroke and dot in the drawings of the former exhibiting an instinct-like ease of, not so much doing, as projecting work. Columbus, moreover, was a very expert and nice draughtsman in his particular line; Jean Jacques Rousseau lived by copying music; Benjamin Franklin was a wonderful composer—and even the ambition of young Cobbett was first directed towards excelling his brothers in "ploughing." To such *sterlingness*, young men must have arrived "first," before they have any right—or far less occasion for speaking and panting after science, knowledge, patronage, and geniality.—*His of Oken.* J. L.—v.

#### THE BRITTON TESTIMONIAL.

We stated some time ago that, at the suggestion of Mr. Britton, the amount subscribed was to be expended in obtaining (by competition) and printing, an essay on the study of archaeological literature. This, however, being strongly objected to, was afterwards abandoned. In the course of a correspondence on the subject, Mr. Dawson Turner suggested, that instead of an archaeological essay, it should be a full history of Mr. Britton's life, as exemplified by his works: in a letter to Mr. Britton, he remarked:—

"In such an essay you would speak of the events of your life; of your friends and patrons, now most of them dead; of the artists you employed; of the eminent persons you were brought in the way of, and of the difficulties, pleasures, and annoyances that attended, soothed, and embittered your career; and you would interperse the narrative with a thousand anecdotes. You would thus make a charming book of materials that would otherwise perish with you, and would do invaluable good in your generation by the example you would hold out."

The committee concurring in this view, Mr. Britton undertook to devote his leisure to the preparation of such a work, and to expend the amount of the subscriptions in its printing and embellishment.

It will be accompanied by an engraved portrait of the author, by Mr. C. E. Wagnall, from a beautiful picture expressly executed for the purpose, by Mr. John Wood, and a selection of the engravings which have illustrated Mr. Britton's works will be appended, in order to elucidate the general style of their embellishments. It will be printed in royal octavo, and a few copies in demy quarto will be prepared for the subscribers of 3*l.* and upwards. Copies in imperial quarto will be presented to distinguished individuals, and to the national libraries of England, France, Prussia, &c.

**THE ARTISTS' PLAY.**—The amateur performance in aid of the Artists' Benevolent Fund, already mentioned, took place on Tuesday last, and gave great pleasure to a large audience. Mr. F. W. Topham, Mr. John Wilson, jun., Mr. Hull (the engraver), Mr. George Cruikshank, Mr. Hamerton, and Mr. Matthew Wood, were among the performers.

**PUBLIC WORKS IN IRELAND.**—Sir T. Fremantle has obtained leave to bring in a Bill to amend the Act for the promotion of public works in Ireland, and proposes that a sum not exceeding 50,000*l.* be placed at the disposal of the Treasury for such purposes as circumstances might require.